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ANNUAL REPORT

OF THE

FIRE DEPARTMENT

FOR THE

YEAR 1906-1907



BOSTON

MUNICIPAL PRINTING OFFICE

1907

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BOSTON, July 8, 1907.

HON. JOHN F. FITZGERALD,

Mayor of the City of Boston :

SIR,—In compliance with the Revised Ordinances, the annual report of the operation and expenses of the Fire Department is herewith submitted. The year covered by this report is from February 1, 1906, to February 1, 1907.

A net increase in the permanent force of forty men has been made as a result of the following changes :

Seventy-five men appointed from February 1, 1906, to February 1, 1907. Resigned, 7 ; pensioned, 23 ; deaths, 5 ; total, 35 ; making a net increase of 40.

The most important feature of the year has been the great change that has taken place in the personnel of the officers of the department. William T. Cheswell, chief of department for five years, died February 15, 1906, and Second Assistant Chief Nathan L. Hussey was retired on account of illness.

District Chief Williston A. Gaylord, a member of the department for forty-one years, was retired on old age pension.

District Chief Hiram D. Smith, a member of the department for thirty-nine years, was retired on old age pension.

District Chief William Childs, a member of the department for forty years, was retired on old age pension.

The following, unfit for further duty, were retired on pensions :

Captains.

F. Emerson Hibbard	32	years	service.
Isaac A. Williams	36	"	"
Alexander Glover	36	"	"
John H. Ewers	33	"	"
Caspar H. Moning	26	"	"
George W. Frost	38	"	"

Lieutenants.

Henry P. Pitcher	30	years	service.
Charles T. Adams	21	"	"

Privates.

Oliver J. Booker	38	years	service.
George L. Spencer	30	"	"
Edwin A. Smith	29	"	"
James H. McAllister	28	"	"
John E. McGowan	25	"	"
Levi J. Thing	24	"	"
Daniel B. Barrus	19	"	"
James F. Galvin	17	"	"
James H. Riley	16	"	"
Edward J. Ryan	13	"	"
Charles W. Frasier	11	"	"

Repair Shop.

Henry M. Hawkins, Superintendent	45	years	service.
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The appointments to the places made vacant brought to the department fresh blood, new ideas and the ambition of younger men; and the work of the newly appointed officers has been most excellent, the entire force feeling the inspiration of the change, and, without disparagement of the work of those retired, an improvement can be noticed all along the line.

ONE DAY IN FIVE.

The one day in five was put in full operation at an added expense of approximately \$80,000 per annum.

NEW ENGINE COMPANY.

Engine Company No. 46 was put into commission January 10, 1907, in the house then occupied by Combination Com-

pany No. 1 at Peabody square, Ashmont. No money being available for the construction of a house for Combination No. 1, temporary quarters were secured in the Lauriat-avenue district, and this company continued under the name of Chemical Company 11. This additional protection was greatly needed for the reason that this section is growing rapidly, and heretofore has been insufficiently protected by fire apparatus.

IMPROVEMENT IN TRUCK SERVICE.

Three of the five aerial trucks have been rebuilt and the quick raising device added. The fourth is being rebuilt in the department shops. This means a great improvement in the ladder service.

NEW APPARATUS.

One new engine was placed in commission at house of Engine Company 4, Bulfinch street, city, and a new combination ladder truck at Ladder Company 11, Brighton, and rebuilt engines placed in the houses of Engine Companies 7, 21 and 42.

FIRE TORCH.

Experiments were made with a new device for furnishing light at fires, in the buildings and on the street. The device worked most successfully, and is considered a great aid at night fires, facilitating the work of the men and also preventing accidents.

NEW ASSIGNMENT BOOK.

An entirely new assignment book was built and put into operation January 10, 1907. This carried the scheme of covering to a much fuller extent than heretofore, and also provides for five alarms on all boxes where there could be any possibility of such need. The Chief and his assistants are entitled to great credit for the excellent results attained from the new book and for the diligent industry which brought it about.

Up to this year each fire company built its own running and covering card. This has been changed and a uniform system has been introduced in all the houses, the cards being furnished from headquarters. Uniform bulletin boards and covering boards have been adopted.

AUTOMOBILES.

The use of automobiles for the Chief and the District Chiefs has been given a thorough trial, with the result that only lack of funds prevents the purchase of a considerable number. An automobile chemical engine, built by the American La France Fire Engine Company was very kindly loaned to this department for demonstration. It was in service for some months with the most excellent results, but the condition of the appropriation prevented its purchase. It was amply demonstrated that this type of apparatus is absolutely adapted to the fire service, and that the results that can be achieved both in the economy of maintenance and the extinguishment of fires is undoubted, and the possibility of covering a very much greater range of territory is also a factor of value.

ACCOUNTS.

An up-to-date system of bookkeeping and accounts was installed in the repair shop, and certain minor changes as suggested by the expert put into effect in the headquarters bookkeeping.

DEPARTMENT REPAIR SHOP.

Particular attention has been given to the equipment and work of the repair shop. A great increase in the output has been secured, and the value of this prompt and skilful work has been appreciated. For the first time the department has undertaken the building of hose, chiefs and other wagons and the rebuilding of ladder trucks. New machinery has been installed and the foundation of a first-class shop has been established.

CONDITION OF HOUSES.

There were five fire stations badly in need of rearrangement that would give different conditions and more room, namely: Ladder 17, Harrison avenue; Ladder 1, Friend street; Engine 6, Leverett street; Engine 7, East street; Engine 29, Chestnut Hill avenue. It was only possible this last year to correct the conditions at Ladder 17, and this was done by the addition of a half story, giving the men a better smoking room, correcting the poor ventilation of the sleeping quarters, giving the Captain a suitable room, and providing a room for the Lieutenant. Similar changes are needed in the other houses above mentioned, and it is hoped

that funds will be provided to do this work. The Ladder 1 house is in a condition that calls for immediate attention.

ALARMS AND LOSSES FOR THE YEAR.

The number of alarms received for the year were as follows:

Bell	1,614
Still and automatic	1,262
	<hr/>
	2,876

The one serious fire was the Studio Building, December 19, 1906, loss, \$133,000.

FIRE LOSSES.

Buildings	\$507,805
Contents	622,529
	<hr/>
	\$1,130,334

FIRES.

Under \$100 were	878
\$100 to \$500 were	387
\$500 to \$1,000 were	118
\$1,000 to \$5,000 were	115
\$5,000 to \$10,000 were	21
\$10,000 to \$15,000 were	14
\$15,000 to \$25,000 were	3
\$25,000 to \$50,000 were	6
\$50,000 to \$75,000 were	0
\$75,000 to \$100,000 were	0
Over \$100,000 were	1
	<hr/>
	1,543
No damage	861
False and needless alarms	472
	<hr/>
Total fires	2,876

YEARLY FIRE LOSSES FOR THE PAST FIFTEEN YEARS.

February 1, 1893	\$1,926,897
February 1, 1894	4,348,902
February 1, 1895	1,369,230
February 1, 1896	1,040,486
February 1, 1897	1,394,707
February 1, 1898	775,525

February 1, 1899	\$1,441,261
February 1, 1900	1,630,149
February 1, 1901	1,702,217
February 1, 1902	1,830,719
February 1, 1903	1,762,619
February 1, 1904	1,674,333
February 1, 1905	2,473,980
February 1, 1906	2,130,146
February 1, 1907	1,130,334

RECOMMENDATIONS.

Under the present laws the responsibility for the detection of incendiaries is placed upon the State Police. The results have not been, as regards Boston, satisfactory. This is in no way intended to reflect upon the two men assigned to this work. Their duties are spread out over too large a field, and they have neither the time nor the facilities to properly cover the very difficult investigation of incendiary fires.

I believe that a bureau for the detection of incendiaries should be established within the Boston Police Department, and then, with the enormous resources of that department and the close co-operation of the Fire Department, results could be accomplished that would speedily correct what is becoming a very serious problem.

The number of false and incendiary fire alarms adds to the list of injuries to men, horses, and apparatus, and is a considerable factor in the expense account.

Appropriations should be provided for the following :

An addition to the repair division building, consisting of an extension of the blacksmith shop to Bristol street and the placing of one story to the main building, would greatly add to the economy of the work, and make it possible to keep up with the constant increase in the amount of repair and new work.

The divisions of the shop are as follows :

Boiler and dynamo rooms, furnishing power for the shop, electric current for the fire-alarm branch and steam for the Dover-street bath-house ; blacksmith shop with four forges ; machine ; wood-working ; harness and hose and paint shops and supply room.

All supplies are bought by the wholesale, and from here distributed to the eighty-six (86) companies.

As far as possible the following work is undertaken :

All repairs on apparatus, rebuilding of ladder trucks and wagons, building of new wagons, making of all ladders, paint-

ing of apparatus, making and repairing of all harnesses used in the department, repairing and coupling of hose, making of hat fronts, life nets, canvas bags, coverings, hitching poles and chains, and many of the odds and ends that are required for the department work.

The quality of the output is of the highest standard and made according to the best ideas in the department and most suited to its needs. It is also possible to arrange for prompt service in case of breakdowns and accidents, which is very necessary in this department.

Recommendations of Last Year Brought Forward.

Under present conditions water-front conflagrations are to be feared.

A new fire-boat is most urgently needed. The present situation invites disaster, and the department again calls the attention of the city government and the Board of Fire Underwriters to the danger.

New apparatus houses should be located in Dorchester and the Forest Hills section of West Roxbury.

A certain section of Dorchester, owing to the rapid building up of large wooden apartment and other houses placed very near together, presents a serious condition.

The present combination wagon house on Winthrop street, Charlestown, should be remodelled and a large-sized engine placed therein to protect the very important Charlestown water-front and Navy Yard.

A very serviceable addition to the strength of the department would be the location of a chemical engine company on Battery street, near Hanover, on the land now vacant belonging to the Police Department in the rear of Station 8.

The quarters of Ladder 7 and Engine 17 at Meeting House Hill are old and unsuited for the service. The School Department desires the space now occupied by these houses, and also, because of the great number of children attending the schools at this point, believes the removal of the fire apparatus most desirable. Another location should be found and an appropriation made for land and buildings.

The growing sections of Brighton should also be covered by the addition of a combination ladder truck.

Other sections of the city also now need, or will in the near future, additional fire protection, but the points mentioned are, at this time, the most important.

An addition should be built to the veterinary hospital for the isolation of new horses and horses affected with con-

tagious diseases, and also for the storage of a coal wagon for the exercising and training of new horses.

The use of automobiles for the district chiefs is very desirable, a thorough test having been given by the Chief of Department, who is provided with one. In some of the outlying districts, the distance to be covered daily by the chief in his inspection of quarters is over ten miles, taking a good portion of his time and tiring the horse. The prompt arrival of the chief at fires is of the greatest importance.

The salt-water system could be extended to advantage, and a pumping station installed to take the place of the fire-boat, which is now called upon for this service, and in the event of a big fire might be greatly needed elsewhere.

The placing of the wires underground should be undertaken at once in Charlestown, a portion of South Boston and East Boston. The City Proper is already so equipped.

MEMBERS RETIRED DURING THE YEAR.

NAME.	Appointed.	Rank.	Company.	Amount.
Henry M. Hawkins.....	Sept. 1, 1861.	Superintendent.....	Repair Shop.	\$1,000
Levi J. Thing.....	Oct. 21, 1882.	Ladderman	Ladder 19....	600
Nathan L. Hussey.....	July 1, 1870.	Second Asst. Chief...	District 9....	1,100
William Childs.....	April, 1866.	District Chief.....	District 12...	1,000
Williston A. Gaylord...	June 1, 1865.	"	District 10...	1,000
Hiram D. Smith	Nov. 1, 1867.	"	District 8	1,000
Joseph F. Bolton.....	Sept. 1, 1860.	Call Man	Engine 24....	125
Oliver J. Booker.....	Jan. 6, 1868.	Hoseman.....	Engine 23....	600
F. Emerson Hibbard...	Jan. 9, 1874.	Captain.. ..	Engine 45....	800
Edward J. Ryan	Dec. 22, 1893.	Ladderman.....	Ladder 2	600
Edwin A. Smith.....	Dec. 21, 1877.	"	Ladder 11...	600
George L. Spencer. . .	May 9, 1876.	Hoseman.....	Engine 24....	600
Charles W. Frasier.....	April 1, 1895.	Engineer....	Engine 8....	650
Isaac A. Williams.....	Jan. 3, 1870.	Captain.....	Engine 18....	800
Daniel B. Barrus.....	June 24, 1887.	Hoseman	Engine 37....	600
James H. McAllister...	Dec. 21, 1878.	"	W. T. 3.....	600
Minott B. Thayer.....	Jan. 1, 1870.	Call Man	Engine 16....	125
Jedediah Strangman...	Jan. 1, 1870.	"	Engine 16....	125
Alexander Glover.....	Jan. 3, 1870.	Captain.....	Engine 17....	800
John H. Ewers.....	Oct. 14, 1873.	"	Engine 2.....	800
Casper H. Moning.....	July 31, 1880.	"	Engine 37....	800
George W. Frost	Apr. 1, 1868.	"	Engine 41....	800

MEMBERS RETIRED DURING THE YEAR. — *Concluded.*

NAME.	Appointed.	Rank.	Company.	Amount.
Henry P. Pitcher.....	Oct. 10, 1876.	Lieutenant	Engine 34....	\$700
Charles T. Adams.....	Mar. 28, 1885.	“	Ladder 12....	700
James F. Galvin.....	July 19, 1889.	Hoseman.....	Engine 11....	600
John E. McGowan.....	July 12, 1881.	Ladderman.....	Ladder 22....	600
James H. Riley.....	Sept. 27, 1890.	Engineer.....	Engine 29....	650
John D. Scannell.....	Jan., 1870.	Call Man.....	Engine 19....	125
Waldo C. Burt.....	Feb. 28, 1890.	“	Engine 19....	125
Gardner Dennison....	Oct. 12, 1888.	“	Engine 20....	125
Edward R. Davis.....	June 20, 1874.	“	Engine 29....	125
John A. Desorgher....	May 6, 1874.	“	Ladder 7....	125

MORTALITY.

During the year the department has lost the following members by death:

NAME.	Appointment.	Rank.	Died.
William T. Cheswell.....	April 1, 1863.	Chief of Department.	Feb. 15, 1906.
Charles McCarthy	Feb. 15, 1893.	Ladderman, Ladder 2.	May 10, 1906.
Frank A. Bean.....	Sept. 20, 1867.	Ladderman, Ladder 16.	May 24, 1906.
Daniel P. McGunnigle...	Jan. 17, 1898.	Asst. Engineer, Engine 11	Nov. 20, 1906.
Samuel F. Ridler.....	July 1, 1867.	Lieutenant, Combination 1	Dec. 10, 1906.
Richard Virgo.....	Nov. 4, 1893.	Painter, Repair Shop.	Dec. 24, 1906.

Deaths of Retired Members.

John W. Regan	Feb. 21, 1906.
James H. Thorburn	March 16, 1906.
William H. Gay	March 26, 1906.
Nicholas Burckhart	April 8, 1906.
Josiah S. Battis	Aug. 22, 1906.
James H. McLaughlin	Nov. 18, 1906.
George L. Pitman	Dec. 4, 1906.
Michael J. Leary	Dec. 18, 1906.
George R. Tarbell	Jan. 5, 1907.

ORGANIZATION.

Commissioner, BENJAMIN W. WELLS; term expires May, 1907.

Secretary, BENJAMIN F. UNDERHILL.

Chief of Department, JOHN A. MULLEN.

Deputy Chief, JOHN GRADY.

Second Deputy Chief and Chief of District 8, PETER F. McDONOUGH.

District Chiefs.

District.		Headquarters.
1.	Patrick E. Keyes	Ladder House 2.
2.	Charles H. W. Pope	" 9.
3.	Joseph M. Garrity	" 8.
4.	Henry A. Fox	Engine House 4.
5.	Daniel F. Sennott	Ladder House 18.
6.	Edwin A. Perkins	Engine House 1.
7.	Stephen J. Ryder	" 22.
8.	Peter F. McDonough	Ladder House 12.
9.	Michael J. Kennedy	" 4.
10.	John O. Taber	Engine House 18.
11.	John F. Ryan	" 41.
12.	Michael J. Mulligan	" 28.

Superintendent of Fire Alarms, BROWN S. FLANDERS.

Assistant Superintendent of Fire Alarms, CYRUS A. GEORGE.

Superintendent of Repair Shop, ALFRED J. PORTER.

Supervisor of Engines, EUGENE M. BYINGTON.

Veterinary Surgeon, GEORGE W. STIMPSON.

Medical Examiner, RUFUS W. SPRAGUE.

Roll of Merit.

Nathan L. Hussey	Engine 23.
Edward H. Sawyer	Ladder 4.
Edward H. Sawyer	" 4.
James F. Bailey	" 17.
Eugene Rogers	" 1.
Peter Callahan	Engine 4.
Joseph A. Kelley	Chemical 1.
Timothy J. Heffron	Engine 4.
James E. Downey	" 6.
Frederick F. Leary	Ladder 12.
Florence Donoghue	Combination 8.
James J. O'Connor	Engine 7.
James F. McMahon	Combination 8.
Martin A. Kenealy	Engine 7.
Denis Driscoll	" 7.
William H. Magner	Ladder 8.
Thomas J. Muldoon	Chemical 8.
Dennis Magee	Combination 5.
Joseph P. Hanton	Ladder 17.
Michael J. Teehan	" 17.
Charles W. Conway	" 13.
Michael J. Dacey	" 13.
Patrick E. Keyes	District 1.

Force and Pay-Roll, February 1, 1907.

Commissioner	\$5,000	per annum.
Secretary	2,500	"
Chief of Department	4,000	"
Deputy Chief	2,400	"
Second Deputy Chief	2,200	"
Superintendent of Fire Alarms	3,200	"
Assistant Superintendent of Fire Alarms	2,000	"
Superintendent of Repair Shop	2,000	"
Supervisor of Engines	2,000	"
Veterinary Surgeon	2,000	"
Assistant Veterinary Surgeon	1,400	"
Medical Examiner	1,300	"
Storekeeper	1,200	"
Master Carpenter	1,300	"
Master Painter	1,300	"
Bookkeeper	1,650	"
1 Clerk	1,800	"
1 Clerk	1,500	"
2 Clerks	1,400	"
1 Clerk	800	"
11 District Chiefs	2,000	"
58 Captains	1,600	"
76 Lieutenants	1,400	"
1 Lieutenant, Aid to Chief	1,400	"
1 Lieutenant, Foreman of Hose and Har- ness-shop	1,400	"
1 Engineer	1,400	"
46 Engineers	1,300	"
41 Assistant Engineers	1,200	"
5 Assistant Engineers	1,100	"
1 Assistant Engineer	1,000	"
1 Assistant Engineer	900	"
569 Permanent men :		
377 at	1,200	"
37 at	1,100	"
44 at	1,000	"
83 at	900	"
28 at	720	"
48 Call-men :		
3 at	250	"
45 at	200	"
9 Chief Drivers	1 75	per day.
2 "	2 00	"
3 "	2 25	"
3 Hostlers (average)	1 95	per day.
1 Horseshoer	3 00	"

Fire-alarm Force.

1 Chief Operator	\$2,000 per annum.
6 Operators	1,600 “
3 Assistant Operators	1,200 “
1 Foreman of Construction	2,000 “
21 Telegraphers and Linemen (average).	3 00 per day.

Repair-shop Employees.

1 Master Plumber	\$1,300 per annum.
1 Engineer	3 25 per day.
1 Assistant Engineer	3 00 “
1 Night Fireman	3 45 “
1 Painter	3 75 “
2 “	3 50 “
2 Wheelwrights	3 25 “
6 Machinists	3 25 “
1 “	3 00 “
2 Blacksmiths	3 50 “
1 “	3 25 “
4 Blacksmiths' Helpers	2 50 “
1 Hose and Harness-repairer	3 00 “
1 “ “ “	1 50 “
3 Laborers (average)	2 08 “

958 total force.

FIRE DISTRICTS.

The city is divided into twelve fire districts as follows:

District 1.

All that part of Boston known as East Boston.

District 2.

All that part of Boston known as Charlestown.

District 3.

The territory bounded on the north and east by the water front, on the south by Summer street, and on the west by Washington street and Washington street North.

District 4.

The territory bounded on the north by the Charles river on the east by Washington street North and Washington street, on the south by Winter, Tremont, Boylston, Arlington, Beacon and Berkeley streets, and on the west by the Charles river.

District 5.

The territory bounded on the north by Winter and Summer streets, Dorchester avenue, Congress street, Fort Point channel and the harbor to B street, on the east by B street, on the south by First street, across Dorchester avenue and Fort Point channel to Broadway Extension, Pleasant street, Park square and Boylston street, and on the west by Tremont street.

District 6.

The territory bounded on the north by Broadway Extension across Fort Point channel and Dorchester avenue to First street, through First street to B street, on the west by B street to harbor line, by harbor line to Locust street, on the south by Locust and Dorset streets to the South bay and west by South bay to Broadway Extension bridge.

District 7.

The territory bounded on the west by the Charles river, on the north by Berkeley, Beacon, Arlington and Boylston streets, Park square, Pleasant street and Broadway Extension, on the east by Fort Point channel and South bay and on the south by Massachusetts avenue and the Charles river.

District 8.

The territory bounded on the north by the Charles river and Massachusetts avenue, on the east by Washington street, on the south by Atherton and Mozart streets, Chestnut avenue, Sheridan and Centre streets, Hyde square, Perkins street, South Huntington avenue and Castleton street, across Jamaica way to the Brookline line, and on the west by the Brookline line to Cottage Farm bridge.

District 9.

The territory bounded on the north by Massachusetts avenue, South bay, Dorset and Locust streets, on the east by Dorchester bay, on the south by Freeport, Hancock, Bowdoin and Quincy streets, Columbia road, and on the west by Seaver street, Columbus avenue and Washington street.

District 10.

That part of Dorchester bounded on the north by Seaver street, Columbia road, Quincy, Bowdoin, Hancock and Free-

port streets, on the east by Dorchester bay, on the south by the Neponset river and the Hyde Park line, and on the west by Harvard street and Blue Hill avenue.

District 11.

All that part of Boston known as Brighton, and extending east as far as Cottage Farm bridge.

District 12.

All that part of Boston known as West Roxbury, bounded on the north by a line from the Brookline line across Jamaica way to Castleton street, through Castleton street, South Huntington avenue and Perkins street, Hyde square, Centre and Sheridan streets, Chestnut avenue, Mozart and Atherton streets, Columbus avenue and Seaver street, and on the east by Blue Hill avenue and Harvard street, on the south by the Hyde Park and Dedham lines, and on the west by the Newton and Brookline lines.

In all cases where streets are designated as boundaries, the centre of the street will be the dividing line.

ASSIGNMENT OF DISTRICTS.

Each district is placed under the charge of a District Chief as follows :

DISTRICT.	Chief in Command.	COMPANIES IN DISTRICTS.			
		Engines.	Chemical Engines.	Ladders.	Water Towers.
1.....	Patrick E. Keyes.....	5, 9, 11, 40	7	* 2, 21	
2.....	C. H. W. Pope.....	27, 32, 36	3, 9	* 9, 22	
3.....	Joseph M. Garrity.....	8, 25, 31, 44	.....	* 8, 14	
4.....	Henry A. Fox.....	* 4, 6, 10	1	1, 24	1
5.....	Daniel F. Sennott.....	7, 26, 35, 38, 39	.....	17, * 13	3
6.....	Edwin A. Perkins.....	* 1, 2, 15, 43	8	5, 19, 20	
7.....	Stephen J. Ryder.....	3, * 22, 33	2, 4	3, 13, 15	2
8.....	Peter F. McDonough.....	13, 14, 37	12	* 12, 26	
9.....	Michael J. Kennedy.....	12, 21, 23, 24	10	* 4, 23	
10.....	John O. Taber.....	16, 17, * 18, 19, 20, 46	11	6, 7, 27	
11.....	John F. Ryan.....	29, 34, * 41	6	11	
12.....	Michael J. Mulligan.....	* 28, 30, 42, 45	5	10, 16, 25	

* Headquarters of District Chief.

The following property is in charge of the Fire Commissioner :

Houses.

LOCATION.	Number of Feet in Lot.	Assessed Valuation.	Occupied by
Dorchester and Fourth sts.....	8,167	\$25,800	Engine 1 and Ladder-house 5 on this lot.
Corner of O and Fourth sts.....	4,000	16,400	Engine 2.
Bristol st. and Harrison ave.....	4,000	30,000	Engine 3 and Ladder 3.
Bulfinch st.....	6,098	96,000	Engine 4, Chemical 1 and Tower 1.
Marion st., East Boston.....	1,647	9,000	Engine 5.
Leverett st	2,269	35,000	Engine 6.
East st.....	1,893	36,400	Engine 7.
Salem st.....	2,568	24,000	Engine 8.
Paris st., East Boston.....	4,720	29,700	Engine 9 and Ladder 2.
River st.....	1,886	20,000	Engine 10.
Saratoga and Byron sts., East Boston,	10,000	38,500	Engine 11 and Ladder 21.
Dudley st.....	7,320	25,000	Engine 12.
Cabot st.....	4,832	16,000	Engine 13.
Centre st.....	5,713	14,600	Engine 14.
Dorchester ave.....	2,803	20,000	Engine 15.
Corner River and Temple sts.....	12,736	19,200	Engine 16 and Ladder 6.
Meeting House Hill, Dorchester District.....	9,450	17,300	Engine 17 and Ladder-house 7 on this lot.
Harvard st., Dorchester District.....	9,440	18,300	Engine 18.
Norfolk st., " " 	7,683	14,200	Engine 19.
Walnut st., " " 	9,000	17,300	Engine 20 and Ladder 27.
Columbia road, " " 	10,341	17,100	Engine 21.
Warren ave.....	7,500	62,500	Engine 22 and Ladder 13.
Northampton st.....	3,445	11,200	Engine 23.
Corner Warren and Quincy sts.....	4,186	18,100	Engine 24.
Fort Hill sq.....	4,175	96,500	Engine 25, Ladder 8 and Ladder 14.
Mason st	5,623	135,000	Engines 26 and 35.
Elm st., Charlestown District.....	2,600	18,000	Engine 27.
Centre st., Jamaica Plain.....	10,377	28,300	Engine 28 and Ladder 10.
Chestnut Hill ave., Brighton District,	14,358	37,200	Engine 29 and Ladder 11.
Centre st., West Roxbury District....	12,251	25,000	Engine 30 and Ladder 25.
Bunker Hill st., Charlestown District,	8,188	26,200	Engine 32.
Corner Boylston and Hereford sts...	5,646	72,000	Engine 33 and Ladder 15
Western ave., Brighton.....	4,637	17,800	Engine 34.

Houses. — Concluded.

LOCATION.	Number of Feet in Lot.	Assessed Valuation.	Occupied by
Monument st., Charlestown District,	5,668	\$21,000	Engine 36 and Ladder 22.
Corner Longwood and Brookline aves.....	5,231	14,300	Engine 37 and Ladder 26
Congress st.....	4,000	37,000	Engine 38 and 39.
Sumner st., East Boston.....	4,010	18,000	Engine 40.
Harvard ave., near Cambridge st., Brighton District.....	6,112	25,500	Engine 41 and Chemical 6.
Washington, between Atherton and Beethoven sts.....	3,848	22,900	Engine 42 and Chemical 5.
Andrew sq.....	5,133	20,100	Engine 43 and Ladder 20.
Washington, corner Poplar st., Ros- lindale.....	14,729	22,400	Engine 45 and Ladder 16.
Dorchester ave., Ashmont.....	4,875	22,900	Engine 46.
Church st.....	3,412	23,600	Chemical Engine 2.
Shawmut ave.....	889	4,300	Chemical Engine 4.
Saratoga st., East Boston.....	9,300	40,600	Chemical Engine 7.
B st.....	1,804	7,800	Chemical Engine 8.
Eustis st.....	1,790	7,500	Chemical Engine 10.
Friend st.....	1,676	37,200	Ladder 1.
Dudley st.....	3,923	26,000	Ladder 4.
Main st., Charlestown.....	4,290	16,400	Ladder 9 and Chemical 9
Tremont st.....	4,311	25,700	Ladder 12 and Chemical 12.
Harrison ave.....	2,134	21,400	Ladder 17.
Pittsburgh st., South Boston ..	8,964	35,400	Ladder 18 and Tower 3.
Fourth st.....	3,101	11,000	Ladder 19.
Washington st., Dorchester.....	6,875	21,400	Ladder 23.
Winthrop st.....	3,000	13,200	Chemical 3.
North Grove st.....	3,918	18,000	Ladder 24.

	Assessed Valuation.
Fuel-house, Dorchester street, 1,610 feet of land .	\$3,100
Fuel-house, Salem street, 417 feet of land . .	3,600
Fuel-house, Main street, Charlestown, 2,430 feet of land	7,000
Headquarters building and repair-shop, corner of Albany and Bristol streets, 23,679 feet of land .	185,000
Water Tower No. 2 and Wrecking Wagon are in Headquarters Building.	
Veterinary Hospital, Atkinson street, 64,442 feet of land	52,400
Fuel-house, Washington, near Dover street, 1,007 feet of land	10,500

Engine Companies.

STEAM FIRE-ENGINES. — Forty-four in service, located as follows: Twelve in City Proper, four in East Boston, six in South Boston, five in Roxbury, seven in Dorchester, three in Charlestown, four in West Roxbury and three in Brighton.

FIRE-BOAT. — One, located India Wharf.

HORSE HOSE-WAGONS. — Forty-four, located as follows: Twelve in City Proper, four in East Boston, six in South Boston, five in Roxbury, seven in Dorchester, three in Charlestown, four in West Roxbury and three in Brighton.

No.	Location.	Built by	Put in Service.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Second size.
1	Dorchester st., near Fourth, S. B.,	Clapp & Jones Mfg. Co.	April 1, 1890	8 $\frac{1}{2}$	5	7	Fourth
2	Fourth st., cor. O, South Boston,	Manchester Loco. Works.	Nov., 1890	6 $\frac{1}{2}$	4	8	"
3	Harrison ave., cor. Bristol st. . .	American Fire Eng. Co.	Jan., 1904	9	5 $\frac{1}{2}$	8	First
4	Bulfinch st.	International Power Co.	Jan. 9, 1907	8 $\frac{1}{2}$	5	8	"
5	Marion st., East Boston	Hunneman & Co.	Oct. 14, 1872	7 $\frac{1}{2}$	4 $\frac{1}{2}$	8	Second
6	Leverett st.	Formerly Relief B, rebuilt by Manchester Loco. Works.	Nov., 1900	7 $\frac{3}{8}$	4 $\frac{3}{8}$	8	First
7	East st.	American Fire Eng. Co., rebuilt,	Jan., 1907	8	5	8	"
8	Salem st.	Formerly Silsby Engine 23, re- built by Amer. Fire Eng. Co.,	May, 1904	8	4 $\frac{3}{4}$	8	Second
9	Paris st., East Boston	Formerly Silsby Engine 33, re- built by Amer. Fire Eng. Co.,	Dec. 20, 1901	8	4 $\frac{3}{4}$	8	"
10	Mt. Vernon st., cor. River st. . .	Silsby Mfg. Co., rebuilt by Amer. Fire Eng. Co.	July, 1903	8	4 $\frac{3}{4}$	8	"
11	Saratoga st., cor. Byron st., E. B.,	Formerly Relief C, rebuilt by Manchester Loco. Works.	May 23, 1905	6 $\frac{1}{2}$	4 $\frac{1}{2}$	8	"

Engine Companies. — *Continued.*

No.	Location.	Built by	Put in Service.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	
12	Dudley st.....	Manchester Loco. Works	March 27, 1882	6 $\frac{7}{8}$	4 $\frac{1}{2}$	8	Second size.
13	Cabot st.....	Clapp & Jones Mfg. Co.....	April 1, 1890	8 $\frac{1}{2}$	5	7	" "
14	Centre st.....	Amoskeag Mfg. Co.....	Sept. 17, 1870	7 $\frac{3}{8}$	4 $\frac{3}{8}$	8	" "
15	Dorchester ave. and Broadway,	American Loco. Works.....	Dec., 1904	8 $\frac{1}{2}$	5	8	Extra first size.
16	Temple st., Dorchester.....	Amoskeag Mfg. Co..... (Old Engine 27.)	July 1, 1872	7 $\frac{3}{8}$	4 $\frac{1}{2}$	8	Second size.
17	Meeting House Hill, Dorchester,	Amoskeag Mfg. Co.....	May, 1886	6 $\frac{7}{8}$	4 $\frac{1}{2}$	8	Second size.
18	Harvard st., Dorchester.....	Manchester Loco. Works	Nov., 1890	6 $\frac{3}{4}$	4	4	Third size.
19	Norfolk st., Dorchester.....	Clapp & Jones Mfg. Co.....	Dec. 5, 1891	7	4 $\frac{3}{8}$	4	" "
20	Walnut st., Dorchester.....	Rebuilt by American Fire Engine Co.....	Jan., 1901	8	4 $\frac{3}{4}$	8	Second size.
21	Columbia road, Dorchester.....	Manchester Loco. Works. Put in service 1870. Rebuilt.....	..... 1900	8	4 $\frac{3}{8}$	8	" "
22	Warren ave.....	Manchester Loco. Works .....	..... 1900	8	4 $\frac{3}{8}$	8	" "
23	Northampton st.....	Formerly Silsby Engine 6, rebuilt by American Fire Engine Co.,	July 3, 1901	8	4 $\frac{3}{4}$	8	" "
24	Warren st., cor. Quincy st.....	Formerly Amoskeag Engine 3, rebuilt by American Loco. Works.....	Nov., 1904	7 $\frac{3}{8}$	4 $\frac{3}{8}$	8	First "
25	Fort Hill sq.....	American Loco. Works.....	Nov., 1906	8 $\frac{1}{2}$	5	8	Extra first size.
26	Mason st.....	Manchester Loco. Works	July 1, 1903	8 $\frac{1}{2}$	5	8	" "
27	Elm st., Charlestown.....	Formerly Silsby Engine 40, re- built by American Fire Engine Co.....	June 11, 1902	8	4 $\frac{3}{4}$	8	Second size.

FIRE DEPARTMENT.

19

28	Centre st., Jamaica Plain.....	Built by Silsby Mfg. Co., rebuilt by American Fire Engine Co..	1901	8	4 $\frac{1}{2}$	8	Second size
29	Chestnut Hill ave., Brighton...	Amoskeag Mfg. Co.....	Dec., 1890	6 $\frac{1}{2}$	4	8	Fourth "
30	Centre st., West Roxbury	Clapp & Jones Mfg. Co.....	Oct. 9, 1891	7	4 $\frac{3}{8}$	7	Third "
31	Central Wharf (spare fire-boat)...	Clapp & Jones Mfg. Co.....	July 3, 1889	16	9	10	{ 2 sets of pumps, 4,790 gallons.* }
32	Bunker Hill st., Charlestown...	Manchester Loco. Works.....	March, 1896	6 $\frac{7}{8}$	4 $\frac{1}{4}$	8	
33	Boylston st.....	Manchester Loco. Works.....	April 16, 1901	7 $\frac{3}{8}$	4 $\frac{3}{8}$	8	Second size.
34	Western av., Brighton.....	Amoskeag Mfg. Co.....	Dec., 1869	7 $\frac{5}{8}$	4 $\frac{5}{8}$	8	" "
35	Mason st.....	Manchester Loco. Works, Self-propeller.....	Jan., 1898	9 $\frac{1}{4}$	5 $\frac{3}{4}$	8	First size.
36	Monument st., Charlestown....	Formerly Relief K, rebuilt by American Loco. Works.....	Jan. 23, 1906	7 $\frac{5}{8}$	4 $\frac{5}{8}$	8	Double extra first size.
37	Longwood av.....	Manchester Loco. Works.....	March, 1896	6 $\frac{7}{8}$	4 $\frac{1}{4}$	8	First size.
38	Congress st., South Boston.....	Manchester Loco. Works, Self-propeller.....	June, 1897	9 $\frac{1}{2}$	5 $\frac{3}{4}$	8	Second size.
39	Congress st., South Boston.....	Manchester Loco. Works.....	June 14, 1901	8 $\frac{1}{4}$	5	8	Double extra first size.
40	Summer st., East Boston.....	Formerly Silsby Engine 16, rebuilt by American Fire Eng. Co.....	June 30, 1902	8	4 $\frac{3}{8}$	8	Extra first size.
41	Harvard ave., Brighton	Clapp & Jones Mfg. Co.....	Feb., 1893	7	4 $\frac{3}{8}$	7	Second size.
42	Washington st., between Ather-	Manchester Loco. Works.....	Mar. 28, 1884	6 $\frac{7}{8}$	4 $\frac{1}{4}$	8	Third "
43	Andrew sq., South Boston	Formerly Amoskeag Engine 4, rebuilt by American Loco. Works	Nov., 1904	7 $\frac{5}{8}$	4 $\frac{5}{8}$	8	Second "
44	India Wharf (fire-boat)	American Fire Eng. Co.....	Aug., 1895 {	12 $\frac{3}{4}$ H. P. }	18 L. P. 10 }	11	First "
45	Washington st., cor. Poplar st.,	American Fire Eng. Co.....	Jan., 1895	7	4 $\frac{3}{8}$	7	{ 2 sets of pumps, 6,520 gallons.* }
46	Roslindale.....	Manchester Loco. Works.....	Nov., 1890	6 $\frac{1}{8}$	4	8	
	† Dorchester ave., Ashmont.....						Third size.
							Fourth "

* At 225 revolutions per minute.

† For temporary service.

Engine Companies. — Concluded.
In Reserve.

No.	Location.	Built by	Put in Service.	Diameter of Cylinder.	Diameter of Pump.	Stroke.	Second size.
A.....	Old 43.....	Clapp & Jones.....	March, 1893	7	4 $\frac{3}{8}$	8	Second
C.....	" 39.....	Amoskeag Mfg. Co.....	Dec., 1873	6 $\frac{7}{8}$	4 $\frac{1}{2}$	8	Second
E.....	" 26.....	LaFrance Fire Engine Co.....	June, 1895	8 $\frac{1}{2}$	5 $\frac{1}{2}$	8	First
F.....	" 1.....	Amoskeag Mfg. Co.....	Sept., 1872	7 $\frac{3}{8}$	4 $\frac{1}{2}$	8	Second
G.....	" 25.....	Clapp & Jones.....	Nov., 1890	9	5 $\frac{1}{2}$	8	First
H.....	" 24.....	"	Feb., 1888	7	4 $\frac{3}{8}$	7	Third
J.....	" 36.....	Amoskeag Mfg. Co.....	Dec., 1890	6 $\frac{1}{2}$	4	8	Third

Also six hose wagons.

Chemical Companies.

CHEMICAL ENGINES — Twelve in service, self-acting, located as follows: Three in the City Proper, one in East Boston, two in Charlestown, one in South Boston, two in Roxbury, one in West Roxbury, one in Brighton and one in Dorchester.

Number.	Location.	Builders.	Put in Service.	Capacity.
1.....	Bulfinch st.....	Babcock Mfg. Co.....	Oct., 1890	Gals. 100
2.....	Church st.....	"	April 25, 1874	160
3.....	Winthrop st., Charlestown.....	Fire Extinguisher Mfg. Co.....	April 29, 1898	70

4.	Shawmut ave.....	Rebuilt by Hinman in 1886, re- built at repair shop, B. F. D..	April, 1906	100
5.	Washington, between Atherton and Bee- thoven sts.....	Altered by Hinman.....	Sept. 21, 1876	170
6.	Harvard ave., near Cambridge st., Brighton,	" "	May 1, 1876	160
7.	Saratoga st., East Boston.....	" "	Sept. 27, 1886	100
8.	B st., South Boston.....	" "	Oct. 27, 1887	160
9.	Main st., Charlestown.....	" "	July 17, 1889	100
10.	Eustis st.....	" "	Sept. 13, 1889	100
11.	Carlos st., Dorchester.....	Charles T. Holloway.....	March, 1892	70
12.	Tremont st.....	Babcock Mfg. Co.....	Oct., 1890	100

In Reserve.

A	Old Chemical 2	Charles T. Holloway	100
B	Old Chemical 1	" "	100
C	Old Chemical 12	" "	80
D	Old Chemical 6	Rebuilt by Straugman	100
E	Old Combination Wagon 2	Charles T. Holloway	70

18.....	Pittsburgh st.....	International Fire Engine Co.....	Oct. 14, 1902	Extension
19.....	Fourth st., South Boston.....	Fire Extinguisher Mfg. Co.....	Jan., 1898	8
20.....	Andrew sq., South Boston.....	Charles N. Perkins & Co.....	Dec. 30, 1902	8
21.....	Saratoga, cor. Byron st., E. B.....	Charles T. Holloway.....	Jan., 1898	9
22.....	Monument st., Charlestown.....	".....	Jan., 1898	9
23.....	Washington st., Dorchester.....	Fire Extinguisher Mfg. Co.....	Nov. 8, 1898	9
24.....	North Grove st.....	".....	Nov. 1, 1899	9
25.....	Centre st., West Roxbury.....	Charles T. Holloway & Co.....	April 25, 1900	7
26.....	Longwood ave.....	".....	Oct., 1901	7
27.....	Walnut st., Dorchester.....	Charles N. Perkins & Co.....	Nov., 1901	9

In Reserve.

Description.		Builders.	Extension.
Relief B, old 8.....	Fire Department Repair shop.		
Old Ladder 11.....	Hunneman & Co. Rebuilt as Combination in 1900.		
" 4.....	LaFrance Fire Engine Co., Elmira, N. Y.....		
" 2.....	Abbott & Downing.		
" 8.....	Fire Department Repair shop.		
" 6.....	Hunneman & Co.		

Water Towers.

WATER TOWERS. — Three in service, located as follows : Two in City Proper and one in South Boston.

Number.	Location.	Builders.	Put in Service.
1.....	Bulfinch st.....	Kansas City Fire Department Supply Co.....	Dec. 18, 1893.
2.....	Bristol st.....	" " ".....	May 17, 1890.
3.....	Pittsburgh st.....	International Fire Engine Co.....	Nov. 2, 1903.

PORTABLE EXTINGUISHERS. — Carried on all of the ladder trucks and hose wagons and located in the department houses.
FUEL WAGONS. — Thirty-nine, each capable of conveying about two tons.

WAGONS. — Twenty for Chief of Department and District Chiefs (fifteen in service and five in reserve).

PUMPS. — Forty-four : Thirty-nine for carrying hose, two for jobbing, and three for Fire Alarm branch. District Chiefs' sleighs, seven.

AUTOMOBILES. — Three.

TOOLS AND MACHINERY IN REPAIR SHOP. — In the repair-shop one 25-horse-power steam engine, cylinder 9 by 31 inches, Putnam Machine Company; one 26-inch by 26-inch iron planer, 8-ft. table, 12-ft. bed (new); two 14-inch swing engine lathes, 6-ft. bed ; one 14-inch swing engine lathe, 10-ft. bed ; one No. 2 upright drill ; four blacksmith's forges ; one furnace for heating tires ; one 28-inch swing standard engine lathe ; one 14-inch speed lathe, 5-ft. bed ; one 14-inch swing patent engine lathe, 5-ft. bed ; one 25-inch shaping machine ; one 68-inch radial drill ; one duplex and one Blake pump for feeding boilers ; one Knowles triplex pump for testing hose ; one patent goose-neck belt drill ; one band saw ; one electric sewing machine (new) ; one combination expanding machine (new) ; two boring machines (one old, one new) ; one bolt cutter (new) ; one combination machine, shears and punch (new) ; two tire upsetters (one old, one new) ; one emery grinder (new) ; three upright tubular boilers, 100-horse-power ; two dynamos for lighting and fire-alarm ; together with numerous smaller tools and appliances, and also tools for repairing hose and harness.

NEW APPARATUS PURCHASED DURING THE YEAR.

- 1 Mark XLIV-2 Columbia two-cylinder automobile.
- 1 Oldsmobile automobile.
- 2 New first-size hose wagons.
- 1 Extra first-size Amoskeag engine.
- 1 Special city truck and chemical.
- 2 Ladder trucks rebuilt.
- 2 Engines rebuilt.

Amount of hose purchased and condemned during the year :

Purchased.	Condemned.
Leading cotton, 10,409 feet.	12,060 feet.
“ rubber, 500 “	450 “
Chemical, 4,200 “	1,000 “
Suction, —	71 “
<hr/> 15,109 “	<hr/> 13,581 “

Amount of hose in use and in store February 1, 1907 :

In Use.	In Store.
Leading cotton, 91,485 feet.	4,555 feet.
“ rubber, 7,050 “	1,000 “
Chemical, 10,350 “	1,850 “
Suction, 1,467 “	194 “
<hr/> 110,352 “	<hr/> 7,599 “

HORSES.

Purchased during the year	65
Sold or exchanged	45
Killed for cause	9
Died of disease	4
“ in service	2
Retired	3
Number in the department	387

EXPENDITURES FOR THE YEAR.

Salaries	\$1,078,652 34
Repairs of apparatus	30,220 48
“ “ houses	25,761 79
New apparatus	12,054 81
“ hose	14,232 05
Repairs of hose	573 81
Fuel	38,556 72
<i>Carried forward</i>	<hr/> \$1,200,052 00

<i>Brought forward</i>	\$1,200,052 00
Electric and gas-lighting	13,160 33
Printing and stationery	7,320 24
Furniture and bedding	5,353 82
Small supplies	11,353 11
Horses — purchase and exchange	11,902 03
Horse-hire and keeping	2,786 94
Hay, grain and straw	39,578 02
Washing	3,893 27
Shoeing	21,697 75
Harnesses and repairs	3,028 74
Oils, chemicals, etc.	3,161 44
Hats, badges and buttons	997 02
Ladders and repairs	1,722 80
Tools for repair-shop and mechanics	2,104 33
Extra service	1,218 93
Reservoirs and hydrants	12 96
Contingencies	5,015 21
Pensions	76,096 79
Rent for buildings, telephones, etc.	9,036 07
Construction and material, fire-alarm branch	5,166 57
Underground construction	12,435 18
Salt water fire service	177 25
	<hr/>
	\$1,437,270 80
	<hr/>

INCOME.

Telephone tolls	\$2 75
Sale of manure	20 00
Rent	32 00
Water Department—iron pipe and fittings	43 55
Two (2) old horses	100 00
Prizes (Boston Horse Show)	150 00
Old material	760 68
Fireworks licenses	938 00
Damages to ladder truck	1,000 00
Bath Department, steam for Dover-street bath-house	6,178 50
	<hr/>
	\$9,225 48
	<hr/>

MONTHS. 1906-07.	ALARMS RECEIVED FROM						LOSS.		INSURANCE.		ALARMS.				Confined to Building.	Extended to Others.	Not in Building.	Out of City.	BUILDINGS.						
	Members.	Police.	Citizens.	Telephone.	Automatic.	Unknown.	Total.	Buildings.	Contents.	Buildings.	Contents.	BELL.		STILL.											
												Fire.	False.	Needless.					Fire.	Needless.					
1906.	February	12	10	169	20	11	3	225	\$37,073	\$52,702	\$2,997,200	\$596,400	117	3	13	71	21	164	2	22	....	52	107	10	....
	March.....	4	13	162	16	16	8	219	45,291	73,004	1,475,200	414,700	110	8	8	72	21	160	3	19	....	67	91	10	1
	April	8	14	186	34	6	3	251	60,413	26,769	829,450	137,800	131	3	11	94	12	142	2	79	2	58	76	10	2
	May.....	6	14	193	29	22	5	269	22,312	62,041	939,600	315,700	134	5	9	96	25	162	5	61	5	81	86	7	1
	June.....	5	21	197	22	14	12	271	29,330	38,095	830,750	242,850	119	13	12	105	22	160	3	61	....	73	88	6	1
	July.....	9	10	133	15	19	18	204	18,280	19,598	574,075	120,005	89	18	8	62	27	110	1	40	....	53	46	9	4
1907.	August.....	.....	8	152	14	18	2	194	25,291	36,185	719,600	237,300	102	2	2	61	27	133	1	28	1	67	58	9	1
	September.....	9	13	203	22	10	11	268	27,341	31,049	810,200	334,825	135	11	16	94	12	164	1	62	2	86	67	10	3
	October.....	2	9	137	15	22	4	189	12,521	13,399	1,656,450	308,450	92	4	5	56	32	124	1	21	2	62	60	3	2
	November.....	5	8	184	22	19	8	246	48,671	59,896	658,750	373,800	118	8	14	87	19	154	2	47	2	85	66	7	1
	December.....	7	9	209	30	16	5	276	138,955	109,125	3,532,950	1,265,950	138	5	8	102	23	212	3	25	....	93	114	16	1
	January.....	2	11	203	27	16	6	264	42,327	100,666	1,238,623	523,200	122	5	16	97	24	200	3	15	1	79	118	7	3
Total.....	69	140	2,128	266	189	84	2,876	\$507,805	\$622,529	\$16,262,848	\$4,955,980	1,407	85	122	997	265	1,885	27	480	12	856	977	104	20	

1906-1907.	FIRES EXTINGUISHED BY							
	Extinguishers.	Buckets of Water.	Chemical Engines.	Hydrant Stream.	Steamer.	Miscellaneous.	Citizens.	Sprinklers.
1906.								
February	46	24	51	11	33	15	8	
March.....	47	13	54	7	24	15	20	2
April.....	41	23	51	20	29	36	22	1
May.....	57	26	66	17	25	12	24	1
June	49	32	59	23	26	12	23	
July.....	37	17	24	19	26	9	19	
August.....	40	23	29	8	28	6	28	
September	48	29	54	24	34	13	23	2
October	41	25	32	5	22	3	16	2
November.....	48	23	48	15	22	26	19	2
December	65	25	56	8	37	16	32	1
1907.								
January.....	72	26	40	8	40	18	14	
Totals.....	591	286	564	165	346	181	248	11

CAUSES OF FIRES AND ALARMS FROM FEBRUARY 1, 1906, TO
FEBRUARY 1, 1907.

Alarms, accidental automatic	153
“ false	85
“ out of city	12
Ashes hot, in wooden receptacle	37
Automobiles, igniting of	43
Boiling over of fat or tar	22
Bonfires, grass, rubbish, etc.	327
Careless use of lamps, candles, etc.	32
“ “ pipes, cigars, etc., in smoking	36
Chimneys, soot burning	112
“ defective	39
Clothes too near stove	13

Defective flue	3
“ stovepipe	8
“ furnace	14
“ gas pipe	8
Electric motor igniting car	33
Electric wires	40
Explosion and igniting of chemicals	13
Fireworks	72
Friction	9
Fumigating	3
Gas, explosion of	6
“ jet setting fire	45
“ stove, careless use of, and explosion	27
Kerosene, to light fire	3
Incendiary	32
“ supposed	36
Lamp, explosion of	16
“ upsetting and breaking	49
Light mistaken for fire	3
Matches and rats	18
“ “ children	89
“ careless use of	182
Meat burning on stove	20
Naphtha, careless use of and ignition	28
Oil stove, careless use of and explosion	87
Overheated boiler or steam-pipe	7
“ stove or furnace	66
Plastering, drying	11
Plumber's stove upsetting	4
Rekindling of ruins	2
Set by boys	118
Slacking of lime	6
Smoky chimneys	83
“ stove or furnace	101
Sparks from another fire	11
“ “ boiler	2
“ “ chimney	17
“ “ engine or locomotive	72
“ “ forge	4
“ “ furnace or stove	22
“ “ open grate	2
Spontaneous combustion	63
Steam escaping	19
Street fight	3
Unknown	454
Water pipes, thawing out	33
Water-back bursting	4
Wood in oven igniting	9
Total	<u>2,876</u>

FIRE-ALARM BRANCH.

The underground service has been extended during the year in the district prescribed by the Commissioner of Wires, viz.: On Albany street, from Dover to Northampton street; on Hampden street, from Northampton to Dudley street; on Dudley, from Hampden to Magnolia street. In addition to this, underground extensions have been made on Albany and Yeoman streets, Blue Hill avenue, Moreland and Warren streets.

The fire-alarm box and gong in the Chelsea Police Station, referred to in last report, have been connected with underground wires and the overhead construction remaining last year for their maintenance has been discontinued and taken down, leaving all trunk lines running to Charlestown and East Boston underground.

Two new box circuits have been built in Roxbury and connected with boxes taken from 7, 19, 30 and 31, by which a more equitable distribution of the boxes in these circuits has been effected. Further new construction is contemplated to relieve other circuits from congestion of this character in Dorchester and West Roxbury, and the work is to be done as soon as conditions will permit.

Connection has been established by a circuit running from the house of Engine 37 on Longwood avenue to Engine House No. 1 of the Brookline Fire Department, connecting with a gong by which alarms given by the Boston system may be received there, and, by another arrangement Brookline alarms can be transmitted to Engine 37, so that mutual assistance may be rendered when necessary in cases of alarms from boxes contiguous to the Brookline line.

A connection has been made, also, between Engine House No. 29 in Brighton and an engine house of the Newton Fire Department for a similar purpose.

A new cable has been placed under Dover-street bridge to replace one that had become defective from long service. Box circuits 1 and 11, bell circuit 51 and tapper circuit 76, all running to South Boston, have been improved by abandoning the overhead construction on poles of the Edison Electric Illuminating Company on Southampton street and placing the wires underground by means of a cable running to Engine House 43 in Andrew square, thereby eliminating many troubles formerly experienced on these circuits from crosses and contacts resulting from rain or snow storms when accompanied by high winds and insuring a greater efficiency in the service. A new telephone switchboard has been installed in the operating room at headquarters.

From January 1, 1906, to January 1, 1907, there have been 1,687 alarms struck by the bells, gongs and tappers.

To give these alarms, together with striking the daily meridian blow, school signals, etc., it required 12,994,307 blows to be struck by the apparatus employed for that purpose.

Some details of the work done during the year and other statistics pertaining to the system are hereto appended :

New wire used	103,240 feet.
Old wire taken down	87,650 "
Overhead cable put up	12,125 "
" " taken down	4,412 "
Conductors in cable put up	87,401 "
" " " taken down	40,458 "
Twin rubber-covered wire laid underground from house of Engine 37 to Engine-house in Brookline,	7,222 "
Underground cable used in ducts owned by N. E. Telephone and Telegraph Company	18,664 "
Same used in Fire-alarm ducts, service connec- tions, etc. (new construction)	3,122 "
Same used in Chelsea	1,769 "
Total underground cable used (new construction),	23,555 "
Conductors in same	354,800 "
Cable used for repairs	1,899 "
Conductors in same	21,762 "
Total underground cable in use	296,099 "
Conductors in same	6,952,942 "
Conduit built by this department	1,137 "
Ducts laid in same	1,577 "
Total ducts owned by city	27,403 "
Manholes built	1
Service connections	19
Boxes built over	7
Auxiliary boxes built over	28
New boxes put in service	10
New auxiliary boxes	7
New private boxes	1
Boxes equipped with keyless doors	10
Boxes placed on lamp-posts	4
Lamp-posts set	11
Lamp-posts reset for cause	11
Cross-arms used	396
Boxes now in service	695

The following boxes are private property: 113, 115, 117, 119, 149, 152, 161, 163, 166, 212, 223, 228, 244, 271, 279, 283, 297, 299, 328, 342, 422, 433, 434, 442, 443, 448, 449, 466, 467, 468, 475, 495, 511, 533, 617, 619, 629, 653, 698, 711, 714, 715, 716, 718, 720, 722, 724, 725, 726, 727, 728, 729, 730, 731, 733, 734,

735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 755, 758, 759, 762, 766, 767, 773, 776, 778, 779, 791, 792, 793, 794, 795, 798, 828, 838, 842, 864, 865, 875, 919, 927, 967, 971, 974, 2232, 2233, 2236.

Bell alarms struck in year ending December 31, 1906, 1,687

ALARM BELLS.

The Fire-alarm telegraph is connected with the following bells :

Adams School-house, Summer street, East Boston, steel, 2,995 lbs., owned by city.

Bunker Hill School-house, Charlestown, composition, 2,009 lbs., owned by city.

Engine-house No. 16, Temple street, Dorchester, composition, 4,149 lbs., owned by city.

Engine-house No. 17, Meeting House Hill, Dorchester, composition, 4,000 lbs., owned by city.

Engine-house No. 19, Mattapan, Dorchester, composition, 2,927 lbs., owned by city.

Engine-house No. 20, Walnut street, Dorchester, composition, 3,061 lbs., owned by city.

Engine-house No. 28, West Roxbury, composition, 4,000 lbs., owned by city.

Engine-house No. 29, Brighton, steel, 1,535 lbs., owned by city.

Old Engine-house, Mt. Vernon street, West Roxbury, steel, 1,000 lbs., owned by city.

Engine-house No. 34, Brighton, composition, 1,501 lbs., owned by city.

Engine-house No. 41, Allston, composition, 800 lbs., owned by city. Formerly used on house of Engine No. 2.

Engine-house No. 45, Roslindale, composition, 1,059 lbs., owned by city.

Maverick-street Church, East Boston, composition, 2,000 lbs.

Princeton-street School-house, East Boston, composition, 2,470 lbs., owned by city.

Bells owned by the city, which have been disconnected from service, are located as follows :

Berkeley Temple, composition, 2,941 lbs. Formerly used on Quincy School-house.

Chapman School-house, steel, 3,109½ lbs., taken down and stored by Public Buildings Department.

City Hall, Charlestown, composition, 3,600 lbs.
Engine-house No. 1, Dorchester street, South Boston, composition, 2,911 lbs.
Engine-house No. 18, Harvard street, Dorchester, composition, 3,184 lbs.
Engine-house No. 21, Columbia road, Dorchester, composition, 3,026 lbs.
Faneuil Hall, steel, 5,816 lbs.
Ladder-house No. 4, Dudley street, Roxbury, composition, 3,509 lbs.
Lawrence School-house, B street, South Boston, steel, 3,400 lbs.
Lincoln School-house, Broadway, South Boston, composition, 3,110 lbs.
Saratoga-street M. E. Church, East Boston, steel, 1,968 lbs.
Smith-street School-house, Roxbury, composition, 4,083 lbs.
Ticknor School-house, Dorchester street, Washington Village, steel, 2,995 lbs., taken down and stored by School Department.
Trinity Church, Trenton street, East Boston, composition, 1,760 lbs. Formerly used on Castle-street Church.
Van Nostrand's Brewery, Charlestown, composition, 818 lbs. Formerly used on Old Franklin School-house.
Warren School-house, Charlestown, composition 3,000 lbs.
Winthrop School-house, Charlestown, composition 3,000 lbs., taken down and stored by Public Buildings Department.

PUBLIC CLOCKS.

The following public clocks are taken care of by the Fire Department:

City Proper.

Charles-street Church.
Christ Church, Salem street, owned by city.
Commercial Wharf.
Odd Fellows' Hall, Tremont street, owned by city.
Old South Church, owned by city.
Old State House, owned by city.
Suffolk County Jail, owned by city.
St. Stephen's Church, Clark street, owned by city.
Shawmut-avenue Church.
Tremont M. E. Church, owned by city.
Young Men's Christian Union, owned by city.

South Boston.

Gaston School-house, owned by city.
Lincoln School-house, owned by city.
Phillips Church, owned by city.
St. Augustine Church, Dorchester street, owned by city.
Ticknor School-house, Washington Village, owned by city,
taken down and stored by School Department.

East Boston.

London-street Church, owned by city.
Lyceum Hall, owned by city.
Trinity Church, owned by city.
Orient Heights Church, owned by city.

Roxbury.

Winthrop-street Church, owned by city.
Boston Elevated Railway Car-house, Columbus avenue,
owned by city.

Dorchester.

Baker Memorial (Upham's Corner), owned by city.
Neponset Church.
Tileston School (Mattapan), owned by city.
Unitarian Church (Milton Lower Mills).

Charlestown.

Bunker Hill Church.
City Hall, owned by city.
High School-house, owned by city.

West Roxbury.

Dr. Strong's Church (South Evangelical), owned by city.
Unitarian Church, Jamaica Plain, owned by city.
Congregational Church (Roslindale), owned by city.

Brighton.

Bennett School-house, owned by city.

The Fire Commissioner, as Treasurer of the Boston Firemen's Relief Fund, acknowledges the following contributions; these sums were accompanied by letters expressing

appreciation for services rendered by the department in extinguishing fire on the premises of the contributors:

From February 1, 1906, to February 1, 1907.

Jaynes and Chapin Company, Boston	\$100 00
Charles S. Rackemann, Boston	50 00
Standard Oil Company, New York	100 00
Boston Beer Company, Boston	100 00
Harold L. Bond Company, Boston	100 00

The receipts from the annual department ball and contributions constitute the fund from which sick benefits and doctors' bills are paid. Destitute members of deceased firemen's families are also given assistance from this fund.

The Mayor and Fire Commissioner act as trustees.

Respectfully submitted,

BENJAMIN W. WELLS,

Commissioner.

DEATH OF

CHIEF OF DEPARTMENT WILLIAM T. CHESWELL.

Resolutions passed by the Board of Aldermen and Common Council and approved by the Mayor, November 2, 1906.

Whereas, The City Council of Boston has received the announcement of the death of William T. Cheswell, Chief of the Boston Fire Department, and

Whereas, After passing from the ranks through every grade of the department, serving with rare capacity and performing countless acts of heroism, he attained the height of his ambition in his promotion to the responsible position of Chief of the Department, March 21, 1901, and

Whereas, His career, so complete in the loyal self-sacrificing performance of duty, has been suddenly closed in active service, be it

Resolved, That the City Council of Boston, deeply sensible of its loss in the death of one whose service has been marked with such distinction and bravery, places upon record its tribute to his faithfulness and ability.

Resolved, That these resolutions be spread upon the records and a copy, suitably engrossed, be sent to his family.

The resolutions were adopted by a unanimous rising vote.



